

SAYS "STEEL TRUST" AIDS MR. ROOSEVELT

with the progressive republicans of the country. Practically every man conspicuously identified with it is a representative of 'big business,' who has felt the grip of a federal statute designed to protect the rights of the common people. It is a campaign of many ramifications, every one of which leads to a coterie of prominent 'business' republicans who have grievances against President Taft. Such a campaign probably would not have been inaugurated if the Taft administration had kept hands off the Steel Trust, as Roosevelt did during his seven years in the White house.

Say Steel Men Were Angered.

The filing of the suit to dissolve the United States Steel Corporation angered the officers and the heavy stockholders of that company. The bringing of this suit also angered Mr. Taft's predecessor in the White House. It was soon after the suit was filed that the Roosevelt boom for the Presidency made its appearance. Not much was heard of the boom by the public until the Republican National Committee gathered here on December 12 to fix a time and place for the Republican National Convention. There appeared on the scene at that time George W. Perkins, of New York; Ormsby McHarg, of New York; Dan R. Hanna, of Cleveland; William L. Ward, of New York; Lucius N. Littauer, of Gloversville, N. Y.; Nat C. Wright, of Cleveland, and Walter F. Brown, of Toledo, as well as some lesser lights, all talking Roosevelt.

"Conferences had been held in New York preceding the appearance of this crowd of 'Roosevelt boomers' here during the meeting of the National Committee. Some fine work, as the politicians are wont to call it, had already been done. Numerous men who had it in for President Taft because he would not stay the operations of the law had enlisted for the fight. Dan R. Hanna, of Cleveland, son of the late Mark A. Hanna, and a member of the firm of M. A. Hanna & Co., of Cleveland, one of the Steel Trust crowd, had been chosen to take charge of the Roosevelt campaign in the Central West. Last spring he was indicted by the United States Grand Jury for rebating. He was caught in a general net that was thrown out by the Interstate Commerce Commission. Soon after the indictment against Hanna was returned an effort to have it nulled was started. More than one influential Cleveland man came to Washington during the late summer and fall to try to arrange with the administration to have this indictment dismissed.

Mr. Taft's Attitude.

"President Taft, so it is understood, said to the men who called on him and requested that he order this indictment dismissed just what he has said in many cases of this character. He pointed out that his administration was endeavoring to enforce the laws without fear or favor; that this case rested with the Department of Justice, and that it would be impossible for him to interfere. And so the indictment was not dismissed, and so it was, too, that when the Roosevelt boom was started, Dan R. Hanna, of Cleveland, was ready to lend a helping hand. What has come to be known as the Roosevelt movement in Northern Ohio is traceable to the grievance of Dan R. Hanna against the Taft administration.

Conferences were held in New York, the special dispatch says, just prior to the National Committee meeting, and plans were made to start a strong Roosevelt movement both in Indiana and Ohio. "On the Friday or Saturday before the meeting," the article reads, "one of the large stockholders in the Steel Trust in New York telephoned a friend here (Washington) that Edwin M. Lee, of Indiana, would issue an anti-Taft statement. Even after they came to Washington the boomers could not keep their secret. Dan R. Hanna was so elated over the progress the Roosevelt movement seemed to be making that he talked to several prominent republicans, probably with the hope of getting them interested in the movement. Two days before the Lee statement was given out here by Mr. Lee himself, Dan R. Hanna said to more than one person that he had the Lee statement in his pocket. He indicated that it was the beginning of a movement against Mr. Taft that was to be nation wide.

"La Follette People Stunned."

"There can be no possible doubt about the attempt of the Steel Trust people to capitalize politically the grievances that men engaged in 'big business' have against the Taft administration. They are using the name of Theodore Roosevelt, and, as far as anybody can discover, the one time President is making no objection. The La Follette people have been stunned by the recent developments. The Wisconsin Senator is making an honest appeal to the progressives of his party. During the last few weeks the men who are managing his campaign have run across the trail of the Steel Trust-Roosevelt campaign in many localities.

They first encountered it at the meeting of the Ohio Progressive Republican League. At that time they were unable to figure out what it meant. Now they know, or think they know. Naturally they are chagrined, because Senator La Follette was not permitted to speak in Indianapolis. A good many persons seem to think the Indianapolis date was cancelled by the Senator. Not so. The Senator was notified that the date had been cancelled for him. It was cancelled, so the La Follette people understand, because of the attitude of Senator Beveridge. As the La Follette people understand the situation, the Senator had formed an alliance with the Roosevelt outfit, and for that reason, did not care to be closely identified with the appearance of La Follette in his home city.

"Out of this whole political situation President Taft looms big. He has shown that neither pleadings nor threats will cause him to change his course with respect to the enforcement of the anti-trust law and the Interstate Commerce law."

SUPREME COURT UPHELD LIABILITY LAW AT ALL POINTS

Common Carriers Held Liable in Sweeping Decision in Four Cases.

STATE COURTS MUST ENFORCE PROVISIONS

Connecticut's Attitude That It Cannot Accept Act Because "Contrary to Policy" Is Overridden.

COMMON LAW DISPLACED

"Fellow Servant Doctrine" Abolished and Employee Is Partially Freed from "Contributory Negligence."

HERALD BUREAU, No. 152 H STREET, N. W., WASHINGTON, D. C., Monday.

In a sweeping decision covering four cases brought under the act of Congress regulating the liability of common carriers to their employees, the Supreme Court of the United States today in a decision rendered by Justice Van Devanter upheld the constitutionality of that law in every particular.

Decisions of the lower court in cases appealed from Montana and Massachusetts were upheld, and in a case appealed from the Supreme Court of Appeals of Connecticut the decision of the lower court holding that it had no jurisdiction to try the case, since a federal statute had been passed on the same subject, was reversed.

The Connecticut case arose out of an action of damages brought in the State courts by Edgar G. Mondou, an employee of the New York, New Haven and Hartford Railroad, against that company for injuries suffered in the course of his employment. In declining to exercise jurisdiction the State courts were in error, said the Supreme Court, holding that when Congress, in the exercise of its power to regulate commerce, passed the Employers' Liability act of 1908 and later amended it by the act of August 19, 1910, it established a policy for all the people, and that it was as much the policy of Connecticut as of the United States.

Cause of Controversy.

The Connecticut case was the one about which Mr. Roosevelt and Judge Simon E. Baldwin (now Governor) became embroiled in a controversy in the campaign of 1908. It was Judge Baldwin, who handed down the Connecticut decision. The old common law, hedging in the rights of employees, is displaced in several particulars by the statute as approved today. Notably among these is the abolition of the "fellow servant doctrine" and the substitution of a new making employees liable for the negligence of an employee resulting in injury to an interstate employee. Furthermore, it frees the employee from "contributory negligence" in many instances and limits the effect of the doctrine in others; and likewise in many cases liberates the employee from assuming the risk when he enters employment knowing the danger in his employment.

Justice Van Devanter first decided that the act of Congress had acted, and the substitution of a new making employees liable for the negligence of an employee resulting in injury to an interstate employee. Furthermore, it frees the employee from "contributory negligence" in many instances and limits the effect of the doctrine in others; and likewise in many cases liberates the employee from assuming the risk when he enters employment knowing the danger in his employment.

Takes Up Connecticut Case.

Finally, Justice Van Devanter considered the position advanced by Judge Baldwin, that Connecticut could not enforce the law because its public policy was contrary to the law.

"We are quite unable to assent to the view that the enforcement of the rights which the Congressional act creates was originally intended to be restricted to the federal courts," said Justice Van Devanter. "The act contains nothing which is suggestive of such a restriction."

"The suggestion that the act of Congress is in harmony with the policy of the State, and therefore that the courts of the State are free to decline jurisdiction, is quite inadmissible, because it presupposes what in legal contemplation does not exist. Congress, in extending the law of the power conferred to it by the constitution, adopted that act it spoke for all the people and all the States, and thereby established a policy for all."

The Visits of Royalty. The coming of Prince Adalbert of Prussia on a visit to the United States recalls the visit of the Prince of Wales and many other European and other royal personages. The complete story of former royal visitors told in next Sunday's NEW YORK HERALD.

\$1 AN ACRE TEXAS LAND STIRS SENATOR

Mr. Culberson Halts Purchase for Aransas Pass Light-house.

HERALD BUREAU, No. 152 H STREET, N. W., WASHINGTON, D. C., Monday.

An effort to purchase sixteen acres of land in Texas for the use of the Aransas Pass lighthouse, at a cost of \$15, was prevented in the Senate today by Mr. Culberson. Mr. Culberson, though Senator Newlands seemed to think a good bargain had been struck.

When the bill was reported, Mr. Culberson objected that it should have gone to the Committee on Public Buildings and Grounds instead of to the Committee on Commerce.

"But the price is only \$1 an acre, and Secretary Nagle has approved the purchase," interposed Mr. Newlands. "It is needed for the lighthouse stationed there."

The controversy stirred up by Senator Culberson raged for several minutes, when Mr. Culberson quieted the tumult by objecting to further consideration of the measure, saying he had never heard of it before, and intended to look into the matter of Texas land going at the price named, even if it did belong to the State.

President Taft Will Not Indorse or Repudiate Telegraph Ownership Plan

Had Not Seen Mr. Hitchcock's Proposal, White House Statement Says.

QUESTION NOW "IN AIR"

It Will Come Before the Cabinet for Its Approval in Due Course.

HERALD BUREAU, No. 152 H STREET, N. W., WASHINGTON, D. C., Monday.

President Taft is standing with his toes on the line that separates the traditional policy of this country from that of government ownership.

After Postmaster General Hitchcock this morning had startled the country with a recommendation that the government buy and operate the telegraph systems of the United States the President assumed a non-committal attitude. He neither approved nor disapproved. He took pains to have it given out that he and his Postmaster General were working in full sympathy, but that the proposal as an administration policy had yet to be considered.

Postmaster General Hitchcock first recommended this step to President Taft one year ago after he had observed abroad the workings of government telegraphs as a part of European postal services. President Taft then thought the time legislatively opportune to advocate the change, but Postmaster General Hitchcock understood the President to be in favor of a future date. That is the reason he so boldly put it forth at this time.

Believes Move Popular.

Mr. Hitchcock thinks President Taft would not only do the country great service but would make a popular move by advocating government owned and operated telegraphs. He will strive to induce the President to make this an administration policy.

Powerful and conservative influences in the republican party are aroused at the suggestion that the traditional policy of leaving such utilities to private enterprise be abandoned, and they will constitute a powerful deterrent to Mr. Hitchcock's effort.

Those who thought that because Mr. Hitchcock had made public his recommendation without notice to the White House there would be a Cabinet split were disappointed. Postmaster General Hitchcock was called to the White House this morning and had a long talk with the President. It is said to have been entirely pleasant. After he left this statement was issued from the White House:—

"A recommendation by the Postmaster General that it would be well for the government to buy the telegraph lines and incorporate them in the Post Office system appeared in an earlier annual report submitted by him to the President. After some discussion it was decided, at the suggestion of the President, to postpone reference to the matter to another year and not to bring it forward then, because of the recommendation of many other important changes, including the postal savings bank and the parcels post."

"These, if adopted, would take up all the energy of the Post Office Department in making the necessary changes."

Trip Upsets Arrangements.

"The Postmaster General intended to bring this matter to the attention of the President before the publication in advance of this part of his report. After having made preparations for publication he was suddenly called out of town without having done so."

"His conclusion as to the wisdom of taking over the telegraph lines had been reached only after full investigation and consideration. As the report containing the recommendation has not yet been submitted to the President, it has not yet been considered by him or by the Cabinet with a view to presenting it to Congress as an administration measure."

Politically the effect of this statement is to "keep the ball in the air." Postmaster General Hitchcock's report soon will go to the President, and then the President and his Cabinet will take it up for discussion.

Senator W. Murray Crane, of Massachusetts, a member of the Senate Post Office Committee, called at the White House today to see the President. Senator Crane is said to have been one of those who last year advised the President not to take up the Postmaster General's recommendation.

Congress Drops Party Lines.

In Congress sentiment divided without regard to party lines. Conservative republicans were generally against the plan. Some conservative democrats, like Senator Bacon, of Georgia, favored it, but Senator Bailey, of Texas, another conservative, condemned it. Representative Victor Berger, socialist, from Milwaukee, was for it before he heard any details. Several insurgent republicans favored it, and others, together with some democrats, accused Postmaster General Hitchcock of trying to sidetrack with this new and startling policy the Parcels Post bill now pending. Such veteran regulars as Senators Cullom, of Illinois, and Smith, of Michigan, indorsed the proposal.

Postmaster General Hitchcock is generally deemed to have obtained just what he sought, an animated discussion of the policy.

Senator Bourn, of Oregon, chairman of the Senate Committee on Post Offices and Post Roads, made a formal statement today sharply criticizing Mr. Hitchcock for having, as the Senator asserted, adopted dilatory tactics toward the establishment of a parcels post.

SPECIAL NOTICES.

The tenants of the old Equitable Building are requested to immediately send their new addresses to THE EQUITABLE LIFE ASSURANCE SOCIETY, 165 Broadway.

Controller's Office, Second Floor.

MR. MACKAY SEES HEAVY LOSS IN GOVERNMENT TELEGRAPHS

Mr. Clarence H. Mackay, president of the Postal Telegraph Cable Company, discussing the proposal of Postmaster General Hitchcock that the government take over all the telegraph lines, said:—

"This would lead to taking over the telephone lines also. The British government found this to be so, and two weeks ago it took over the telephone lines in England at an enormous expense. The telegraph and telephone lines in this country are worth from \$2,000,000,000 to \$3,000,000,000. This would include the independent telephone companies, owning nearly \$500,000,000 of property and having some 450,000 stockholders. I venture to say that they would be operated by the government at great annual loss, just as in Great Britain, where the losses on the telegraphs alone up to date are figured at \$175,000,000. Moreover, the government would then be employing hundreds of thousands of clerks, telephone girls, telegraph operators, managers, &c. It would be a colossal political machine."

"I have reason for saying that taking over the telegraph lines would mean also taking over the telephone lines. Are you aware of what is going on at this very time? Western Union offices are being closed by the Bell Telephone Company and the telegraph service incorporated with the telephone service. The auditor of the Western Union recently announced that 150 of such Western Union offices have been treated in this way. This includes such large cities as Augusta, Me., the capital of the State. If this keeps on the Western Union will disappear as a separate concern. Then there will be but one real telegraph company—the Postal. Telephone managers will control the Western Union Telegraph business. That will mean bad telegraph service by the Western Union. Competition between the telegraph and long distance telephone is eliminated so far as the Western Union and Bell Telephone are concerned. Whether all this is legal and whether the public will stand it remains to be seen. The Postal company is the only thing left. If that should stop then the government certainly would take over the telegraph lines."

"There is another thing. When governments buy large properties they generally pay exorbitant prices, just as when a city buys land for a park. The English government paid out enormous sums for the telegraph lines, and then found, to its surprise, that it had to settle with the railroads with which the telegraph companies had contracts. I happen to know that this disturbed the government very much, but the government was in for it and had to carry it through—always at the expense of the taxpayer. The Western Union has thousands of contracts with railroads in this country, and if the government should take over the telegraph lines it would have to settle for those also."

"On the whole, I guess the American government will not buy the telegraph lines so long as the Postal keeps up competition. The Postal lines are not for sale."

the establishment of a parcels post. He said:—

"Possibly the time may come when we will need to make the telegraph an adjunct of the postal service, but just at present we want a parcels post, and I hope the interjection of other subjects such as one cent letter postage and a government telegraph service will not be permitted to divert attention from this."

Mr. Cullom's Position.

On the theory that the telegraph systems of the country are very closely akin to the mail service, Senator Cullom, of Illinois, favors government ownership.

While he had opposed government ownership of public utilities for years, Senator William Alden Smith, of Michigan, said the telegraph business could be more appropriately acquired than any other branch of industrial activity.

Senator Bailey displayed much feeling when he said:—

"The suggestion qualified Mr. Hitchcock for membership in the socialist party. Say that for me."

Senator Borah said:—"I see much good in the general proposition to commend it."

Senator Stone, of Missouri, who is not usually considered a government ownership advocate, said there was more to commend the proposal of owning the telegraph lines than owning the railroads."

FEARS HITCHCOCK PLAN WOULD HALT GROWTH

St. Louis Banker Sees Best Chance of Telegraph Expansion Under Private Ownership.

[SPECIAL DISPATCH TO THE HERALD.]

St. Louis, Mo., Monday.—Breckenridge Jones, president of the Mississippi Valley Trust Company, said today that the government might in time control the operation of telegraph lines, but that such a change could not be brought about immediately.

"It will take time for the people to understand the advisability of such a change, if it is desirable," he said. "I may be the outcome of prolonged investigation and study of similar methods in other countries."

"I am inclined to believe, though, that the tendency here at least is against such a move. I think government ownership of telegraph lines or telephone lines either would tend to lessen the expansion which is continually going on under private management and through private enterprise. Upon casual thought it would seem that continued development would better be assured by a continuation of private ownership."

B. F. Edwards, president of the National Bank of Commerce, is in favor of the government owning and operating the telegraph lines in conjunction with the Post Office Department.

"It seems to me that the proposed change is a good one," he said. The general objection to government ownership is that it would place so many employees under control of the administration, which might be undesirable for political reasons."

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AMERICA VICTIM OF TO DEBATE PEACE WAR STEAMSHIPS TEARIES IN OPEN

Discrimination Practised, Asserts Mr. Humphrey, to Exclude Trade from the Latin Republics.

HERALD BUREAU, No. 152 H STREET, N. W., WASHINGTON, D. C., Monday.

That foreign steamship companies deliberately discriminate against the United States in many ways was asserted by Representative William E. Humphrey, of Washington, a republican, before the House Rules Committee today. He declared that the passenger rate to the United States from certain South American ports was \$120 via Europe, while from the same ports to the United States direct it was \$150.

"Why is that?" demanded Representative William W. Wilson, of Illinois.

"To throw business to Europe," replied Mr. Humphrey. "To keep South American merchants away from New York, Philadelphia and other great markets in this country until they have made their contracts and bought the goods."

"This was an incident in the hearing which began before the Rules Committee today on the several propositions for an investigation of the Shipping, Money and Harvester 'trusts.' The plan of the committee is to have a joint investigation by a special committee of these alleged iniquitous combines. Mr. Humphrey is author of the Shipping Trust resolution."

Mr. Humphrey referred to discriminations by steamship lines operating in the Pacific. "It is cheaper to ship steel from Pittsburgh to Manila than from Seattle to Manila," said Mr. Humphrey. "There is no doubt that the railroads are intimately connected with the shipping combine." He said there was an agreement among the steamship lines to support no newspapers that favored an American merchant marine.

"Do you believe that our American newspapers are subsidized in that way?" asked Representative Foster.

"I think some of them are," he replied.

"Samuel Undermyer, of New York, was on hand to tell what he knew of the Shipping Trust. He was not called this morning, and when the committee adjourned early this afternoon without hearing him he started back for New York in a huff, after telling Representative Robert L. Henry, of Texas, the chairman, to send for him when he was wanted. Mr. Undermyer thinks the Money Trust should be investigated."

A letter from Attorney General Wickersham was presented by Mr. Humphrey. The Attorney General said that he thought the proposed investigation of the Shipping Trust would be beneficial to the people of this country.

WIVES OF OFFICERS URGE ARMY CANTEN

Twenty-Four Hundred Women Sign Petition to Congress for Restoration.

HERALD BUREAU, No. 152 H STREET, N. W., WASHINGTON, D. C., Monday.

Re-establishment of the army canteen will be urged upon Congress in a petition shortly to be presented from the wives, daughters and relatives of army officers, in all some two thousand five hundred women.

Mrs. Leonard Wood, wife of the chief of staff of the army; Mrs. Frederick Dent Grant, wife of the Major General commanding the Division of the Atlantic; Mrs. William H. Taft, wife of the President; Mrs. Barry, wife of the commander of the Military Academy, are among the signers.

Mr. Hopkins Mark for Lorimer Fire

Senator Says Erstwhile Illinois Member Went Back on Promises to Governor Yates.

WASHINGTON, D. C., Monday.—Senator Lorimer, of Illinois, in his testimony today before the Senate committee investigating his election, again told the story of his life, although not quite in the way he told it in his speech in the Senate.

Blackening boots at ten to support a widowed mother and five brothers and sisters, then wheeling coal, painting houses, collecting street car fares and finally becoming a building contractor—such were the steps in his career. He also traced his way in politics from a constable to a seat in the United States Senate.

Senator Lorimer's voice was unshaken except when he spoke of his mother, two years dead. The ticking of the clock was audible between his sentences.

The political sensation of the day came when he declared that the faithlessness of Mayor Busse, of Chicago, and Governor Albert J. Hopkins defeated Senator Yates in the primary contest with Mr. Deness, the present Governor.

Mayor Busse had promised to support Mr. Yates, and pledged a campaign fund of \$2,500 which he never paid.

"After that I was convinced that Mr. Hopkins had turned on his friends," said Mr. Lorimer, "and I treated him as I would treat any other man who tries to destroy my friends."

"Why did Charles A. White vote for you as senator?" was one of the questions asked today.

"He came to me and volunteered his vote," replied Senator Lorimer. "It was about ten days before my election. I didn't solicit his vote. He was a street car conductor. He had a good deal of money, a fellow feeling among street car men in Chicago. Although most of them are democrats, whenever I have been running for Congress I have received ninety per cent of their votes."

"Did White suggest he ought to have something for his vote?"

"He never mentioned such a thing."

This portion of Senator Lorimer's testimony developed in conflict with the statements of other witnesses. White testified to the committee that he had never heard Mr. Lorimer mentioned as a Senatorial possibility until May 24, two days before the election, when, he testified, Lee O'Neill, a prominent Chicago politician, came to his room and "fixed it up." Browne in turn before the committee denied White's story of bribery and declared that White had pledged his vote to Mr. Lorimer a week before. White denied all that and swore that he had never seen Lorimer or discussed his candidacy with any one.

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